



# Transbay Core Capacity Project

Presentation to MTC Air Quality Conformity Task Force

June 23, 2016



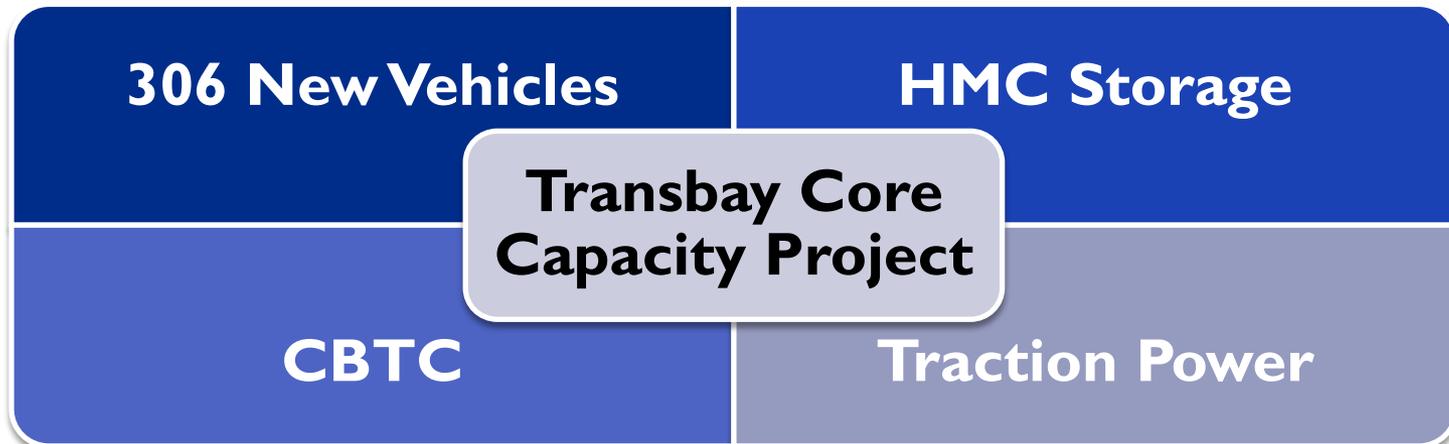
# BART System Needs Additional Throughput Capacity



- ▶ Peak direction trains between East Bay and San Francisco are full
  - BART operates 23 trains (213 cars) per hour in each direction through the Tube
  - BART's current fleet, train control and power capabilities are at their limits.
  - Ridership is growing.
- ▶ Transbay Core Capacity Project will increase capacity between East Bay and San Francisco by 31% by giving BART the ability to schedule and operate 28 trains per hour (280 cars per hour).

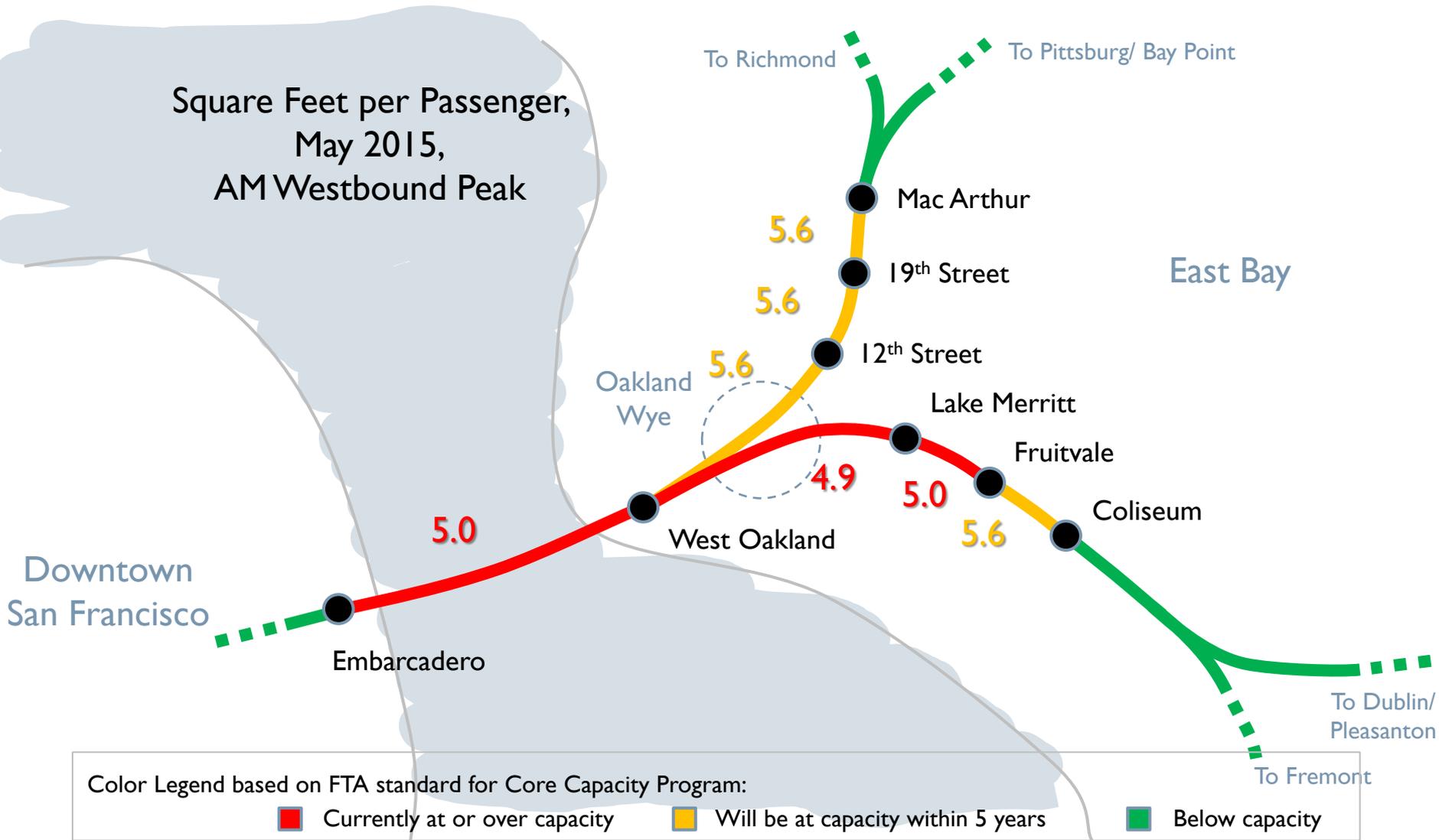
# BART Core Capacity Project: Overview

- ▶ Objective
  - Increase Transbay capacity to 28 trains (280 cars) per hour in each direction
- ▶ Project elements
  - Expansion of rail fleet by 306 new vehicles
  - Vehicle storage capacity expansion at Hayward Maintenance Complex (HMC)
  - Communication-Based Train Control (CBTC) to allow closer headways
  - Added traction power capacity



# Current Square Feet per Passenger Demonstrates Need for Additional Core Capacity

Square Feet per Passenger,  
May 2015,  
AM Westbound Peak



# 306 Additional Cars are Needed to Operate 28 Ten-Car Trains per Hour through Tube

Contract	Tranche	No. of Cars	Running Total
Bombardier (funded)	Replace Current Fleet	669	669
	Capacity – train length	13	682
	WSX (opens 2016)	33	715
	SVBX (opens 2017)	60	775
Funded but not part of Bombardier contract	Capacity – train length	75	850
	Capacity – more frequent service	231*	1081

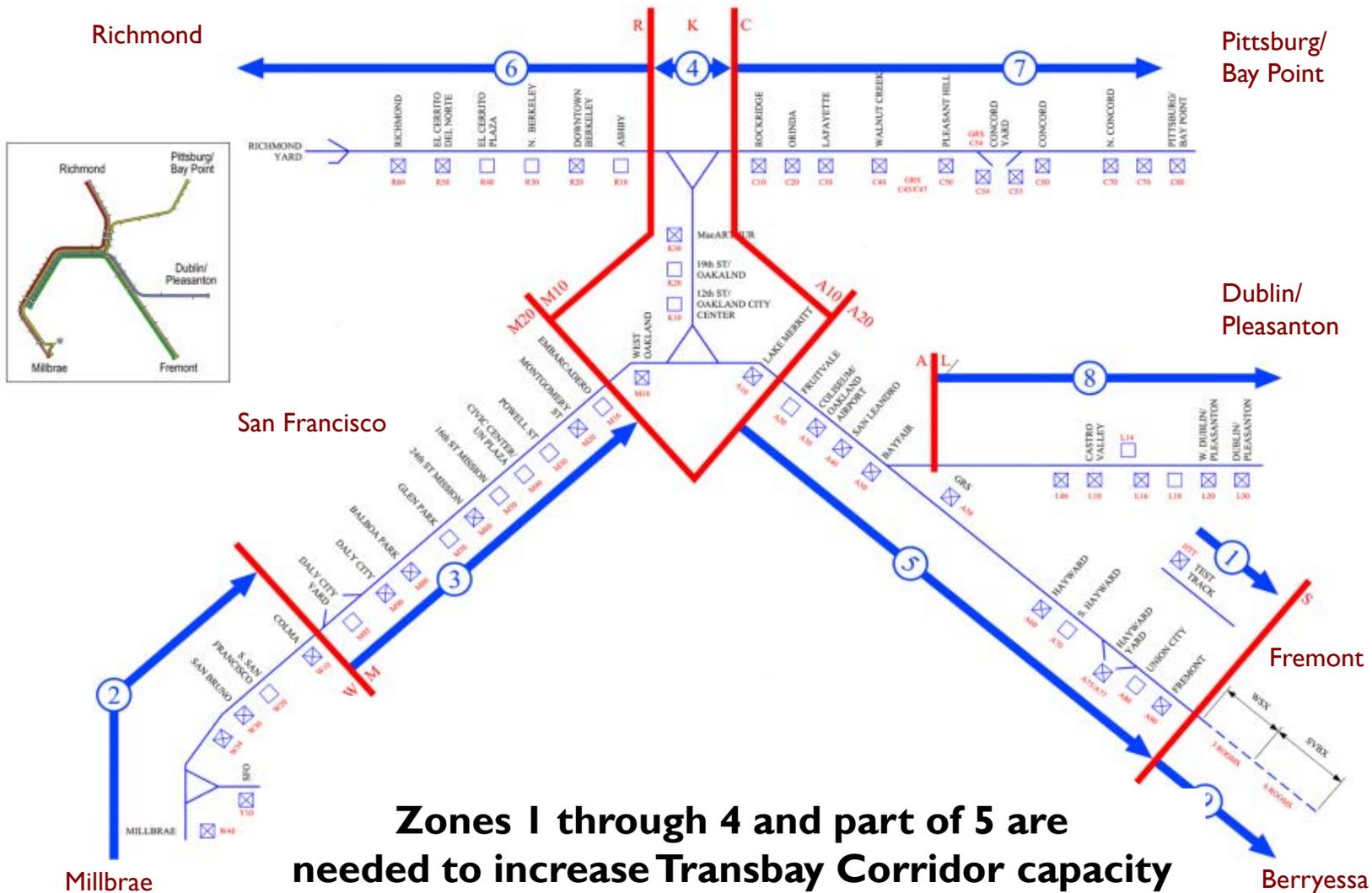
306

\*Includes additional cars for Orange Line

# Hayward Maintenance Complex Phase 2 will Provide Storage for New Cars



# Communication-Based Train Control (CBTC) is Being Advanced for 8 Zones



# Five Additional Traction Power Substations are Needed to Increase Transbay Corridor Capacity



# Environmental Process Status

- ▶ Project is statutorily exempt from CEQA
- ▶ NEPA status:
  - HMC Phase 2 is covered by existing IS/MND
  - BART is developing documented CE for added vehicles, CBTC, and new traction power substations
- ▶ Air quality conformity status:
  - Acquisition of 306 additional vehicles is not considered to be “minor” under 40 CFR 93.126, and thus is subject to conformity assessment
  - HMC Phase 2, CBTC and Traction Power substations are exempt from conformity under 40 CFR 93.126